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CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

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1. In early November 1950, it was learned that the Soviets had ordered the further development of the new type of coal dust burning locomotive kept secret. All designs, which are classified as top secret, are kept locked up in the office of the chief of the engine-technical department of the Directorate General, Railroads. The safe in which the blueprints of the locomotive are kept has been personally sealed by Director General Kramer, and is to be opened only in his presence. Copies of the construction plans are available only at the Stendal railroad repair shop, the only installation where coal dust firing locomotives are being built.

2. Ten S-10 type locomotives have been converted to coal dust firing at the Stendal railroad repair shop since June 1950. The first results obtained with these converted locomotives were favorable. However, the tenders of two such locomotives exploded recently when the coal dust ignited spontaneously. Special safety valves are now being designed with a view toward making the coal dust burning locomotive explosion-proof.

3. Final tests with the newly-developed coal dust burning locomotive and a brown coal briquette burning locomotive have been under way in the Halle railroad district since 1 November 1950.

4. On the basis of the experiments made in Stendal, initial plans call for the conversion of 70 locomotives to coal dust firing. According to a railroad decree of 15 September 1950, the cost of this conversion is estimated at 1,575,000 east marks, or 22,500 east marks for one locomotive. The execution of the program will depend on the delivery of the necessary materials which are in short supply.

5. The special advantage offered by the coal dust firing locomotives is a considerable conservation of fuel. Experiments made in the Stendal railroad repair shop had the following results with regard to specific comparative ratio of fuel consumption: briquettes, 1.65; hard coal, 1.15 and coal dust, 0.50. From the very beginning the officers of the SCC Transport Division displayed the greatest interest in the experiments made with coal dust firing locomotives and did everything in their power to accelerate these activities.

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6. The production schedule of the Directorate General, Railroads for December 1950 provides for the building of three coal dust firing locomotives at the Stendal railroad repair shop.

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7. The final tests made with coal dust firing locomotives in the Halle railroad district after 1 November 1950 did not prove satisfactory. It was discovered that the utilization of copper fire boxes by coal dust firing locomotives is not advisable. After a run of 10,000 km, the rear wall of the chests around the smoke tubes was considerably weakened. This was due to the fact that the coal dust is blown into the fire box by two jets and thus two jets of fire heat the rear wall. An even fire is not built up in this way. It is therefore planned to use only iron fire boxes for coal dust burning locomotives in the future.

8. Locomotives are at present being converted to coal dust firing at the Stendal and Halle railroad repair shops. Coal dust locomotive tenders are being converted at the Chemnitz and Cottbus railroad repair shops and at the LEW plant in Hennigsdorf near Berlin. Electric locomotives for the USSR are being built at the latter plant for the most part.

Comment. Development work on the coal dust burning locomotive by the Soviet Zone railroad authorities was previously reported. 50X1-HUM

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